



January 2008

UDOT Maintenance Newsletter

Individual Highlights:

- **UDOT Selected to lead CLEAR ROADS**
- **Fire Extinguisher Training**
- **Advancing Energy Efficiency In the State**
- **New Maintenance Stations**
- **OMS Update**
- **Rest Areas**
- **MMQA Quality Assurance Inspections**
- **Grooved Pavement Markings Methods Study**
- **New Equipment Safety Trainer**
- **Meeting & Training Calendar**

UDOT Selected to Lead CLEAR ROADS Research Project

October 1, 2007, Indianapolis: Dennis Belter, Indiana DOT Maintenance Administrator and CLEAR ROADS Chairman, announced today that Utah DOT has been selected to lead a national research project that will develop new test methods to predict tungsten carbide snow plow blade wear. Belter said, *"There is a national need for a test that relates snow plow blade wear with laboratory test results. This project should fill that need"*.

Existing traditional test for hardness, brittleness and cobalt content do not correlate with observed snowplow blade wear under actual use conditions. The \$100,000 research project is funded by CLEAR ROADS, a fifteen-state pooled fund research organization based in Madison Wisconsin.

Lynn Bernhard, UDOT Maintenance Methods Engineer, said that a contract has been awarded to Braun Intertec,

a Minneapolis-based materials consulting firm to conduct the lab work and field-testing. The project should be complete by April 2009. Wisconsin DOT is handling contract administration on behalf of CLEAR ROADS.

CLEAR ROADS was founded in 2004 to promote winter highway maintenance research.

Fire Extinguisher Training

In pursuing UDOT's goal of improving safety, Jimmy Norr from the Maintenance Planning Division will be adding the OSHA required Fire Extinguisher Training. This training is required for all UDOT employees where fire extinguishers are provided. To aid in the training, Maintenance Planning has purchased a new state of the art, "Live Fire" Bullex Fire Extinguisher Training System. Employees will be able to practice "Hands On" fire extinguisher training right in the parking lot of the maintenance shed or office.

Jimmy also teaches First Aid/CPR, burn treatment, small tool safety and Hazardous materials training.

For training information, Call Jimmy Norr @801-965-4444





SPINNING THE METER BACKWARDS



Station 2432 foreman Stu Wright stands by his shed's new solar power system.

On April 26, 2006, Governor Huntsman released his comprehensive energy efficiency plan ***"Advancing Energy Efficiency in the State"*** asking all State Government Agencies to increase efficiency and develop renewable energy as part of the State of Utah's energy policy.

A new grid tied solar power system was installed at Murray Station 2432 as a kickoff project for UDOT to meet Governor Huntsman's energy policy. The solar array consists of twenty panels that provide 3600 watts during full sunshine. The solar panels output approximately 359 volts direct current (DC), which is fed into a Fronius inverter. The inverter converts the DC current into utility grade alternating current (AC), and feeds power back into Murray City's power grid when not being used by the station.

In the end, it is estimated that the solar power array will provide between 10% to 15% of the Murray shed's power needs.

By the time this article prints, there will be a wind turbine in operation for the Milford maintenance facility. It will be an 1800-watt wind turbine from Southwest Windpower. Future projects are being planned for the upcoming year

Nearly one half of the cost of these projects was funded by a \$17,000 grant for the State Energy Program, which was created to help the State with energy conservation and alternative energy development.

By the year 2015, Governor Huntsman is asking State Agencies to increase their energy efficiency by 20%, combined with developing renewable energy sources to produce 2% of their power consumption. These goals were based on the 2005 energy consumption figures.

If you have questions, please contact Tim Ularich @ 801-965-4468.



Equipment Safety Trainer

The new equipment safety trainer for Maintenance Planning is Curtis Sanchez.

Curtis was the Region-2 trainer before coming to Central Maintenance. Curtis has an extensive background with equipment. His new duties will include training on all new equipment for maintenance, simulator training and equipment training at the Transportation Technician Academy. We would like to welcome Curtis to Maintenance Planning.





OMS UPDATE

By Mike Marz

The Operations Management System project is moving along well. We are continuing to configure the system so it will hopefully make the Station's jobs easier when it comes to data collection and reporting. We are also working on speeding up the application.

We are now half way through the project. We are going to try to be completed before the Legacy Highway. But it's going to be close. We are going to begin the training process in late January.

In fact, if you have volunteered or were volunteered by your good

supervisor, you should already have received an appointment for the *Train the Trainer Training sessions* (no I'm not stuttering). This is where our identified trainers will learn tips and tricks in the art and science of conducting training sessions for adult learners. Below is a list of the trainers. If you have not received an appointment please let Jeff Saddler @801-965-4885 or myself (Mike Marz @ 801-965-4469) know and we will get you one.

We are looking for a few good stations, willing to jump into OMS a little early. If things continue to

move along well in the project, we will be looking for a few stations to begin using OMS around the beginning of the new fiscal year.

I'm sure you've all heard about the speed issues. We are continuing to work on them so we can provide you with the best possible system.

In early January AgileAssets will be sending their network expert to Utah to troubleshoot the issues and propose solutions. We are confident that, working together, UDOT and AgileAssets can produce a system that all users will be happy with.



"I'm sure you've all heard about the speed issues. We are continuing to work on them so we can provide you with the best possible system"

OMS TRAINERS

Region 1

Tamara Misrasi – Analyst
Val Stoker – Area Supervisor
Frank May – Area Supervisor
Bill Smith – Area Supervisor

Region 2

Lori Porter – Analyst
Jack Mason - Area Supervisor
Rick Debban - Area Supervisor
Todd Richins - Area Supervisor
Kevon Ogden - Area Supervisor

Region 3

Ervan Rhoades - Area Supervisor
Stuart Hoff – Station Supervisor
Wade Ramsay – Analyst
Steve Carnesecca – Equipment Trainer

Region 4 – Cedar

Gale Davis – Analyst
Layne Slack - Area Supervisor
Ree Schena - Area Supervisor
Teri Peterson – Encroachment Officer

Region 4 – Price

Gaye Babcock – Analyst
Pat McGann - Area Supervisor
David Johnson – Station Supervisor
David Laws – Station Supervisor

Region 4 – Richfield

Mike Blotter – Analyst
Corwin Christensen – Station Supervisor
Brent Beach – Equipment Trainer

Complex

Mike Marz – IT Analyst
Tim Ularich – Maintenance Engineer
Jeff Saddler – Productivity Coordinator





Rest Areas

In conjunction with the Department of Technology Services, UDOT recently launched a new rest area information website, <http://www.udot.utah.gov/restareas>. This website includes a map showing the location of all of the State's rest areas and rest stops. The map includes a link to each individual rest area site. These links provide pertinent information to each rest area/rest stop site. It also includes a comment page.

We welcome all who use the facilities to comment.



Bear Lake Overlook Rest Area

MMQA+ Quality Assurance Inspections

By Richard Look

I just wanted to say a little about how the QA inspections are going. I am pleased by the quality of the MMQA counts I am seeing, and with everyone's participation in the MMQA+ program. Others throughout the department are also pleased with the information from MMQA+ counts. We are getting good counts and participation from most stations. I have been on some of the shed inspections where you guys go into detail on how you're using MMQA at the station level, using it for scheduling and budgeting. That's great to see.

A common problem that I do see out in the field is not including all the features that you might have on a route. If you have a feature that's not getting reported, that might hurt you when it's time to set your budgets. I also have noticed that some of the semi-annual MMQA counts are not getting updated. I know this can be hard to remember but it would also help in showing your needs on the route. Remember that Vincent Liu and I are always willing to come out to the stations and help in any way we can.

So I would like to say again GOOD JOB, and I am look forward to seeing all your smiling faces when I come around to see you guys.

Thanks, Richard Look.





Grooved Pavement Markings Methods Study

The purpose of this methods study is to improve the retroreflectivity and durability of pavement markings by installing pavement-marking materials into 120-mil deep grooves. We selected waterborne paint and pre-formed thermoplastic marking material in two different locations for this study.

One of the test sites is from 200 North to 300 South on Moab Main Street (US-191). This section is a one-year-old concrete pavement. The original pavement markings were subjected to the abuse of plowing and high traffic flow. In this study, we ground and applied waterborne paint to the longitudinal lines. Then we ground and installed pre-formed thermoplastic on all stop bars, crosswalks, and arrows. The whole project process was recorded and documented. Retroreflectivity readings of the pavement markings were also recorded. We are hoping that these grooves will provide excellent protection for the pavement markings from the impacts of snowplows and heavy traffic on Main Street, Moab.



An engineer actually working (Ken Berg)

Another test site is on SR-39 in Ogden Canyon. This section is a one-year-old chip sealed surface. The double yellow lines are subjected to severe abuse due to traffic crossing over and to snow removal operations. Therefore, we ground the double yellow lines and applied waterborne paint into the grooves. Waterborne paint has been improving over the years. When combined with grooving, we think this will be another cost effective long-term pavement marking alternative.



Applying pre-formed thermoplastic markings (Moab Main Street)

Vincent Liu, PE
Methods Engineer





New Vernal Maintenance Station



The new Vernal maintenance station complex was recently completed and ready for occupancy in October 2007. The complex replaces the existing facility that was originally constructed in 1959 on property leased from Uintah County.

The growth in the area

has required a dramatic increase in equipment and personnel in the station's area, requiring the need for this new state-of-the-art facility. The complex also includes a salt storage facility, sander rack and wash rack. The new site is situated on nine plus acres in an isolated area of the County.

The new complex provides adequate space for all of the equipment, personnel and material associated with this station

This project is just one of many being undertaken to provide adequate facilities for the road maintenance crews.

Clearfield

The new Clearfield maintenance facility will be completed and ready for occupancy in Spring 2008. The new complex replaces the existing facility that was originally constructed in 1957. The complex includes a new 10 bay vehicle storage facility with office/training suite and maintenance bay. The complex also includes a salt storage facility and wash rack. The new building provides adequate space for all of the equipment, and personnel associated with this station.

Tooele

The new Tooele maintenance facility will be completed and ready for occupancy in Spring 2008. The new complex replaces the existing facility that was originally constructed in 1961. The complex includes a new 6 bay vehicle storage facility with office/training suite and maintenance bay. The new building provides adequate space for all of the equipment, and personnel associated with this station.

Heber

The new Heber maintenance station complex will be completed and ready of occupancy in Spring 2008. The new complex replaces the existing facility that was originally constructed in 1960. The complex includes a new 8 bay vehicle storage facility with office/training suite and maintenance bay. The complex also includes a salt storage facility, sander rack and wash rack. The new site is situated on eight plus acres in an industrial area of the City. The new complex provides adequate space for all of the equipment, personnel and material associated with this station. This project was accomplished through a property trade with a developer interested in developing the former site, which was located in the center of the business district of Heber City along with additional UDOT property. This is the second property trade that the Department has consummated in order to replace out-dated facilities for much needed newer facilities.



Meeting and Training Calendar Now Available Online

By Becky Parker

UDOT Communications

A new meeting and training calendar is available on the UDOT public Web site. The calendar was developed to help the various divisions, contractors and consultants schedule events and avoid appointment conflicts to maximize attendance.

The calendar displays events in a monthly or weekly view. Events are color-coded in one of nine categories including: the Regions, ePM and ETS, Construction and Civil Rights, Operations, Right-of-Way, Materials, Environmental, Human Resources, and Meetings and Conferences. Web page visitors also have the ability to go to a specific date, search for an event, or limit what category is displayed on the calendar.

The Meeting and Training Calendar was developed through the efforts of several individuals throughout UDOT, including Ira Bickford, Mike Garcia, Amanda Holm and Amy Young. Using an existing Web development contract a consultant, Larry Linnemeyer with TUSC, was hired to incorporate the new calendar enhancement into the existing content management system.

"The Web calendar will be a useful tool for scheduling events when widespread participation is desired," said Ira Bickford, Maintenance Operation Manger. "Not only will internal UDOT participants be aware of upcoming events but also outside consultants and contractors now have access to this information in one central location."

To view the calendar or to submit an event using an online form use the following link, www.udot.utah.gov/go/trainingcalendar, or select the Inside UDOT tab and the Meeting and Training Calendar subtopic.

We're on the Web!

See us at:

<https://innerdot.udot.org/index.php?m=c&tid=25>